

**MEMORANDUM**  
**Bloomington Common Council-Special Session**  
**Council Chambers, Bloomington City Hall, 401 N. Morton St.**  
**Wednesday, May 22, 2019**

Meeting called to order: 6:33pm  
Council President Dave Rollo presided.

**ROLL CALL**

**Members present:** Chopra (left at 9:33pm), Piedmont-Smith, Granger, Rollo, Volan, Sims, Sturbaum, Sandberg  
**Members absent:** Ruff

**AGENDA SUMMATION**

**CONTINUATION OF CONSIDERATION OF RESOLUTION 19-01 – TO ADOPT THE CITY’S TRANSPORTATION PLAN AS AN AMENDMENT TO THE CITY’S COMPREHENSIVE PLAN**

MOTION: Chopra moved and it was seconded to adjourn the meeting no later than 9:30pm.  
ACTION: The motion received a roll call vote of Ayes: 5, Nays: 3 (Rollo, Sturbaum, Sandberg), Abstain: 0.

MOTION: Volan moved and it was seconded to structure deliberations on Resolution 19-01 to allow for: a staff presentation on the Transportation Plan (Plan); council questions on the Plan; consideration of amendments to the Plan that were placed on the consent agenda; consideration of amendments to the Plan not on the consent agenda; and consideration of a possible motion to adopt Resolution 19-01 as amended.  
ACTION: The motion received a roll call vote of Ayes: 8, Nays: 0, Abstain: 0.

MOTION: Volan moved and it was seconded to take Resolution 19-01 from the table.  
ACTION: The motion received a roll call vote of Ayes: 6, Nays: 0, Abstain: 2 (Chopra, Sturbaum).

**Consent Agenda**

**Am 03 (Cm. Piedmont-Smith) – Affects the Introduction** – Clarifies that although this is a 20-year Plan, the City intends to re-examine and possibly revise it every 5 years.

**Am 05 (Cm. Piedmont-Smith) – Affects Section 1.1 (Vision and Planning Approach)** – Adds references to the Comprehensive Plan goal of reducing greenhouse gas emissions, given it’s close relationship with transportation.

**Am 06 (Cm. Piedmont-Smith) – Affects Section 1.3 (Planning Process)** – Clarifies that this section is about how the Transportation Plan was developed, not how the future of transportation projects will be planned.

**Am 07 (Cm. Piedmont-Smith) – Affects Section 2.2 (Bloomington Today)** – Moves Figure 3 (Physical Inactivity Rates) to a suitable appendix.

**Am 08-R (Cm. Piedmont-Smith) – Affects Sections 2.4 – 2.7** – Reorganizes sections and subsections to separate Existing Transportation Conditions from New and Future Transportation Options.

**Am 09 (Cm. Piedmont-Smith) – Affects Section 3.1 (Transportation Planning Approach – Complete Streets)** – Updates reference to the MPO’s Complete Streets Policy.

**Am 10 (Cm. Piedmont-Smith) – Affects Figure 12 (Neighborhood Street Cross Section)** – Corrects Figure 12 to avoid confusion regarding travel and parking lanes (and notes, in passing, other concerns with this chapter)

**Am 11 (Cm. Piedmont-Smith) – Affects 3.2 (Main Street Image)** – Requests using an image without skyscrapers as more suitable for the City’s main streets

**Am 12 (Cm. Piedmont-Smith) – Affects 3.2 (General Urban Image)** – As with Am 11, this amendment requests an image of this street typology without skyscrapers

**Am 13-R (Cm. Piedmont-Smith) – Affects 3.2 (Figure 18: New Connections)** – Changes Canada Drive south of Sare Road from Suburban Connector to Neighborhood Connector

**Am 14 (Cm. Piedmont-Smith) – Affects Section 3.4 (Bicycle Network)** – Supports covered bicycle parking and clarifies the goal of such facilities is to increase the bicycle as a mode of transportation

**Am 15 (Cm. Piedmont-Smith) – Affects Section 4.2 (Multimodal Projects –Table 7)** – Extends Multiuse Path 8 (MU-8) along High Street north from Arden to 3<sup>rd</sup> Street given the need for bicycle and pedestrian use

**Am 16 (Cm. Piedmont-Smith) – Affects Section 5.2 (Policy Recommendations – Develop New Complete Streets Policy)** – Refers to the MPO’s Complete Streets Policy and the need for the City to establish one that addresses the City’s needs

**Am 19 (Cm. Piedmont-Smith) – Affects Section 5.2 (Policy Recommendations – Establish a Transit Policy)** – Urges consideration of additional financial support for Bloomington Transit equipment and/or services and cites goals, policies, and outcomes in support of this amendment

**Am 23 (Cm. Volan in concert with P&T staff – Affects Appendix G (Right-of-Way Widths))** – Reformats and adds text to clarify and improve Appendix G

**Am 24 (Cm. Volan in concert with P&T staff) – Adds New Section 3.6 (Transit Network)** – Adds new section on Transit which incorporates some recommendations offered by Lew May, Director, BT

**Am 25 (Cm. Chopra and Granger in concert with P&T staff) – Affects Table 7 and Figure 22** – Adds North Dunn from SR45/46 to Old SR 37 as a recommended Multiuse Path

**Am 26 (Cm. Piedmont-Smith in concert with P&T staff) – Affects Figure 18, Table 6, and Figure 22** – Revises the new connection for Hillside to start at Rogers Street rather than S. Walnut Street

**Am 27-R (Cm. Piedmont-Smith in concert with P&T staff) – Affects Various Chapters and Sections** – Corrects typographical errors and makes other minor insubstantial changes

**Am 28-R (Cm. Sturbaum in concert with P&T staff) – Affects Section 3.2 (Figure 18), Chapter 4 (Table 6 and Figure 22), and Appendix G** – Adjusts conceptual alignment of NC-44 of Fairview through the hospital site

**Am 33 (Cm. Piedmont-Smith) - Affects 3.2 (Suburban Connector – Figure 16 Cross-Section) and Appendix G** – Adds protected bike lanes to Suburban Connector cross-section

**Am 34 (Cm. Piedmont-Smith) – Affecting Section 3.2 (Street Typologies – Figure 18) and Appendix G** – Converts various street segments from Suburban Connector either to General Urban and Neighborhood Connector street typologies

**Am 35 (Cm. Piedmont-Smith) – Affects Section 3.4 (Bicycle Network – Figure 19) and Appendix G** – Makes Maple, rather than Fairview, a Neighborhood Connector on the Near Westside (with Multiuse Path through Butler Park)

**Am 36 (Cm. Piedmont-Smith) – Affects Chapter 6 (Conclusion)** – Rewrites the Conclusion emphasizing the importance of reducing greenhouse gas emissions

**Am 37 (Cm. Piedmont-Smith) – Affects Section 3.4 (Bicycle Network) and Figure 19 (Bicycle Facilities Network)** – Adds existing small connections and proposes to plan for others in the future

**Am 38 (Cm. Piedmont-Smith) – Affects Section 3.6 (Key Treatments and Supporting Guidance – Loading Zones)** – Removes recommendation that sidewalks be narrowed to make room for loading zones

**Am 39-R (Cm. Rollo) – Affects Executive Summary and Section 3.1 (Transportation Planning Approach - Coordinated Land Use and Transportation)** - Distinguishes application of Street Typologies on designing new versus existing streets, prioritizes pedestrians, livability & enhances quality of place, and introduces the Comprehensive Plan concepts of maintain (not suitable for street design), enhance, and transform.

**Am 40-R (Cm. Rollo) – Affects Executive Summary and Section 5.1 (Overall Approaches – Improve Multimodal Travel Along Major N-S and E-W Corridors)** – Prioritizes pedestrians over bicyclists regarding studies of major E-W and N-S corridors

**Am 41-R (Cm. Rollo) – Affects Executive Summary (Adopt Complete Streets Policy) and Section 5.2 (Develop a New Complete Streets Policy and Endorse National Guidance)** – Articulates the modal priorities - pedestrians, bicyclists, public transit and private vehicles - and focus of goals - prioritizing pedestrians, enhancing public realm, and improving livability – for a new Complete Streets Policy.

**Am 42 (Cm. Rollo) – Affects Section 1.2 (Purpose)** – Clarifies the role streets play in the social, public, and economic vitality of the City

**Am 43 (Cm. Rollo) – Affects Section 3.5 (Pedestrian Network Assessment)** – Prioritizes a safety and comfort when improving walking conditions throughout the City

**Am 44 (Cm. Ruff) – Affects Section 3.5 (Pedestrian Network Assessment)** – Calls for adopting a comprehensive system for evaluating pedestrian facilities.

**Am 45 (Cm. Ruff) – Affects Section 5.1 (Overall Approaches – Improve Multimodal Travel along Major N-S and E-W Corridors)** - Calls for placing funding priorities on infrastructure recommendations that emerge from these corridor studies.

MOTION: Volan moved and it was seconded to adopt items (Am 03, Am 05, Am 06, Am 07, Am 08-R, Am 09, Am 10, Am 11, Am 12, Am 13-R, Am 14, Am 15, Am 16, Am 19, Am 23, Am 24, Am 25, Am 26, Am 27-R, Am 28-R, Am 33, Am 34, Am 35, Am 36, Am 37, Am 38, Am 39-R, Am 40-R, Am 41-R, Am 42, Am 43, Am 44, Am 45) listed under the consent agenda.

ACTION: The motion received a roll call vote of Ayes: 8, Nays: 0, Abstain: 0.

## **Non-Consent Agenda**

**Am 32 (Cm. Rollo) – Affecting Section 3.2 (Street Typologies – Figure 18), Section 3.4 (Bicycle Network – Figure 19), Section 4.1 (New Roadway Connections), Section 4.2 (Figure 22), and Appendix G** – Removes the extension of E. Hunter Avenue from High Street to Woodcrest as a New Connection, Shared Street, Bike Lane, and Recommended Project

MOTION: Rollo moved and it was seconded that Amendment 32 to Resolution 19-01 be adopted.

ACTION: The motion to adopt Amendment 32 to Resolution 19-01 received a roll call vote of Ayes: 2 (Rollo, Sandberg), Nays: 6, Abstain: 0. FAILED.

**Am 20 (Cm. Sturbaum in concert with P&T staff) – Affects Section 3.2 (Neighborhood Streets)** – Adds paragraph excepting existing Residential Streets from cross section standards

MOTION: Rollo moved and it was seconded that Amendment 20 to Resolution 19-01 be adopted.

ACTION: The motion to adopt Amendment 20 to Resolution 19-01 received a roll call vote of Ayes: 8, Nays: 0, Abstain: 0.

**Am 21 (Cm. Sturbaum in concert with P&T staff) – Affects Section 3.2 (Figure 18: New Connections and Appendix G)** – Provides changes in the street typology for about four dozen street segments.

MOTION: Sturbaum moved and it was seconded that Amendment 21 to Resolution 19-01 be adopted.

ACTION: The motion to adopt Amendment 21 to Resolution 19-01 received a roll call vote of Ayes: 8, Nays: 0, Abstain: 0.

**Am 22 (Cm. Volan in concert with P&T staff) – Affects 3.2 (Street Typologies, Main Street – Cross Section and Image, and General Urban Street – Cross Section)** – Increases pedestrian space in both Main Street and General Urban Street Typologies

MOTION: Volan moved and it was seconded that Amendment 22 to Resolution 19-01 be adopted.

MOTION: Piedmont-Smith moved and it was seconded that Amendment 01 to Amendment 22 to Resolution 19-01 be adopted.

ACTION: The motion to adopt Amendment 01 to Amendment 22 to Resolution 19-01 was approved by voice vote.

ACTION: The motion to adopt Amendment 22 to Resolution 19-01 as amended received a roll call vote of Ayes: 8, Nays: 0, Abstain: 0.

**Am 30b (Cm. Sturbaum) – Affects Executive Summary, Section 3.6 (Key Treatments) & Section 5.2 (Policy Recommendations)** – Acknowledges that owners and residents on Neighborhood Residential Streets are most affected by traffic calming and Neighborhood Greenway initiatives and their preferences should be formally determined prior to permanent installation of those facilities

MOTION: Sturbaum moved and it was seconded that Amendment 30b to Resolution 19-01 be adopted.

ACTION: The motion to adopt Amendment 30b to Resolution 19-01 received a roll call vote of Ayes: 8, Nays: 0, Abstain: 0.

**Am 29-R (Cm. Sturbaum) – Affects Executive Summary, Table 7, Figure 22 & Section 5.1** – Recommends that Kirkwood Avenue from Indiana to Walnut be subject of Corridor Study rather than be redesigned as a Shared Street

MOTION: Sturbaum moved and it was seconded that Amendment 29-R to Resolution 19-01 be adopted.

ACTION: The motion to adopt Amendment 29-R to Resolution 19-01 received a roll call vote of Ayes: 1 (Sturbaum), Nays: 7, Abstain: 0. FAILED.

MOTION: Piedmont-Smith moved and it was seconded to reconsider adjourning the meeting no later than 9:30pm.

ACTION: The motion to reconsider adjourning the meeting no later than 9:30pm received a roll call vote of Ayes: 5, Nays: 3 (Chopra, Volan, Sims), Abstain: 0.

**Am 31 (Cm. Sturbaum) – Affecting Appendix E - Typology Small Scale Context and Figure 15 (Roadway Zone Parameters)** – Accounts for adjacent land use in application of typologies and, if angle parking is located adjacent to anticipated café seating, recommends pull-in

MOTION: Sturbaum moved and it was seconded that Amendment 31 to Resolution 19-01 be adopted.

ACTION: The motion to adopt Amendment 31 to Resolution 19-01 received a roll call vote of Ayes: 1 (Sturbaum), Nays: 6, Abstain: 0 (Chopra absent). FAILED.

**Am 01-R (Cm. Piedmont-Smith) – Affects Executive Summary** – Places reduction of greenhouse gases and support for modes of transportation other than individual passenger vehicles as top priorities.

MOTION: Piedmont-Smith moved and it was seconded that Amendment 01-R to Resolution 19-01 be adopted.

ACTION: The motion to adopt Amendment 01-R to Resolution 19-01 received a roll call vote of Ayes: 7, Nays: 0, Abstain: 0 (Chopra absent).

**Am 02 (Cm. Piedmont-Smith) – Affects Executive Summary** – Revises text to more accurately and completely summarize the document.

MOTION: Piedmont-Smith moved and it was seconded that Amendment 02 to Resolution 19-01 be adopted.

ACTION: The motion to adopt Amendment 02 to Resolution 19-01 received a roll call vote of Ayes: 7, Nays: 0, Abstain: 0 (Chopra absent).

**Am 46 (Cm. Volan)**

MOTION: Volan moved and it was seconded that Amendment 46 to Resolution 19-01 be adopted.

ACTION: The motion to adopt Amendment 46 to Resolution 19-01 received a roll call vote of Ayes: 7, Nays: 0, Abstain: 0 (Chopra absent).

ACTION: The motion to adopt Resolution 19-01 as amended received a roll call vote of Ayes: 7, Nays: 0, Abstain: 0 (Chopra absent).

**OTHER BUSINESS**

**COUNCIL SCHEDULE**

**ADJOURNMENT [10:22pm]**

MOTION: Volan moved and it was seconded to adjourn.

ACTION: The motion was approved by voice vote.

Memorandum prepared by:  
Stephen Lucas, Chief Deputy Clerk  
City of Bloomington